Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at http://about.jstor.org/participate-jstor/individuals/early-journal-content.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

On the 26th the steamship *Catalina* was inspected, 21 cabin and 41 steerage passengers were inspected and passed and 49 pieces of baggage were inspected and labeled.

On the 28th the steamship *Martin Saenz*, for the West Indies and Mexico, was inspected, 5 cabin and 3 steerage passengers were inspected and passed and 6 pieces of baggage inspected and labeled. On the 30th the steamship *Portuguese Prince* was inspected and given a supplemental bill of health. She was from Genoa via Marseilles and Barcelona to Cuba and the United States. In view of the statement on the supplemental bill given by the consul at Marseilles that the death rate was double the usual, and that pulmonary diseases were the attributed cause, I subjected the crew to a very close inspection, but found all healthy. The health of Barcelona continues about as usual. I have not been able as yet to get regular reports from the sanitary officials. There are 3 ships to sail from this port for United States Possessions in the next five days.

Respectfully, JOHN F. ANDERSON,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

BARCELONA, SPAIN, *December 30, 1899.*

SIR: I inclose daily clippings from a local paper giving the number of cases and deaths from the plague at Lisbon and Oporto. I will send them each week hereafter; at present am not able to translate them but hope to do so later, and then will only send the translation.

The following was copied from the bill of health issued by the United States consul at Marseilles, France, to the English steamship *Portuguese Prince* for New Orleans via Barcelona and Havana, and I thought it might be of interest to the Bureau. Official mortality report says: Death rate in Marseilles at pressent is over double the usual figures, chest affections being largely responsible therefor. Have not been able to obtain regular reports from the sanitary officers here, but hope to soon.

Respectfully, JOHN F. ANDERSON,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

Reports from Barcelona, Bilboa, Corunna, and Vigo.

BARCELONA, SPAIN, *December 29, 1899.*

SIR: I have the honor, in obedience to Bureau telegram of December 19, to make the following report of my inspection as regards emigration from the ports of Santander, Bilboa, Corunna, and Vigo: In regard to Santander I respectfully refer to my letter of December 16, in which I reported fully as to that port. I inspected the Spanish trans-Atlantic line steamship *Alfonso XIII*, December 20, from Santander via Corunna to Cuba and Mexico. I inspected and passed 243 steerage and 72 cabin passengers; 1 steerage passenger was rejected as just recovering from smallpox. By my direction the ship's surgeon vaccinated all third-class passengers.

On the 22d I inspected the steamship *France* of the French trans-Atlantic Company, from St. Nazaire to Cuba via Santander and Corunna. I inspected and passed 9 cabin and 50 third-class passengers.

Both these ships are well fitted for carrying passengers; ample air space, ventilators, water-closets, hospital, and bunks. The third class

passengers were almost entirely male, chiefly boys, from 12 to 20 years of age; a great many had been to Cuba before; the majority will return to Spain. They came chiefly from Asturias, northern Old Castile, and northern Leon; those from near Bilboa take train to Santander; those from Gihon are brought over by coasting steamers. The number leaving Santander this month was about 400, much less than half the number of the previous month. For January, the steamship agents said they did not expect even half as many as in December; so there will be very little emigration until next fall, when it will begin again and last for three or four months. I am still of the opinion that an acting assistant surgeon can manage the work satisfactorily.

On the 21st I visited Bilboa; called on the United States consul, and he informed me that there was no emigration from Bilboa direct to the West Indies, as all intending emigrants took ship at Santander.

BILBOA.

There are about 5 ships a month from Bilboa to the United States, chiefly tank steamships in ballast, and some few with iron ore. The harbor is not deep enough for the large passenger steamers to come in. Work is being done to increase the depth, and when that is completed the Spanish trans-Atlantic Company expect to have their steamer call there for passengers to the West Indies. I do not think the work justifies the presence of a medical officer at that port.

CORUNNA.

On the 23d I arrived at Corunna and there observed the inspection of emigrants for Cuba on the steamship *France*; she carried 130 passengers from Corunna. The United States consul at Corunna, Mr. Julio Harmony, has inaugurated a very good system of examining emigrants and their baggage. He questions each one as to his previous residence and health, then opens his baggage and throws out all food, and then labels it. Of course, not being a physician, he can not examine them from a medical standpoint, but as the emigrants from Spain are chiefly young persons, in good health, going out for work, that is not of great importance, so long as he is sure that none come from Oporto or its vicinity. Corunna is a city of about 50,000 inhabitants, situated on a small bay about one mile from the ocean. It has quite an important trade with England, Germany, South America, and the West Indies. The principal exports are wine, fish (dried and tinned), fruits, preserves, vegetables, some manufactured goods, onions, and garlic.

It has not direct rail communication with Oporto; no line of coasting vessels with same point. The water supply is obtained from mountain springs and is distributed through iron pipes by fountains located in the public squares. Typhoid fever is endemic and sometimes the deaths are numerous from it; smallpox always present; vaccination not compulsory and is much opposed by the lower classes. I saw one case of smallpox on the street desquamating.

The total number of persons leaving Corunna for the West Indies during the month of December was about 600, as against over 1,200 during November; as at the other places visited this number will be much decreased from now until September. During September, October, and November the number of persons leaving Corunna for the West Indies is very large. I was informed that up to December 24 over 9,000 passports had been issued by the captain of the port to persons wishing to leave Spain; of this number, more than half were thought to have gone to Cuba and Puerto Rico.

I believe that an acting assistant surgeon should be sent over from the States for duty at Corunna. He could also do the work at Vigo. He would be much assisted by the United States consul at Corunna. From Corunna he could have an eye on Vigo, which is about twelve hours by rail from Corunna and eighteen hours by boat, and as most of the steamships that stop at Vigo, first touch at Corunna he could easily arrange the work.

VIGO.

On the 24th I arrived at Vigo, and called on Mr. Mulder, the former United States consular agent, and from him derived much valuable information. Vigo is a city of about 16,000 inhabitants, situated on Vigo Bay, seven miles from the ocean. It has quite a large trade with England, Germany, Holland, South America, and the West Indies.

* * * * * * *

The water supply is good in quality, but deficient in quantity. It is from springs in the near-by mountains, and is distributed by fountains. Typhoid fever is very prevalent; also smallpox. Few are vaccinated, as it costs about 2 pesetas, and the results are sometimes very sore arms. The principal exports are wine, fish, dried and tinned, fruit preserves, potatoes, onions and garlic, some flour, and some few manufactured goods.

From Vigo since November 1, there have embarked for the West Indies 365 persons; this is the official number, but that is always less than the actual. * * * Almost all persons embarking here for the West Indies come from the immediate vicinity of Vigo, none at present from Portugal. There are from two to five ships a month from Vigo to the West Indies; all are freight steamers, but carry some passengers. I was told that from now until September the number of persons embarking at Vigo would be very small. Vigo has direct railroad communication with Oporto, but all persons are required by the Spanish government to cross the frontier at Tuy; there is a quarantine station there; all persons from Oporto and its vicinity are stopped; their clothing and baggage disinfected by steam, and they are required to bathe in some disinfecting solution, especial attention being paid to the hair, which, if long, is cut before bathing; they are not required to undergo a period of detention. There is no emigration from Portugal through Spain to the West Indies; what Portuguese emigration there is goes to South America, and Lisbon is the point of embarkation. I think there is not much, if any, communication with Portugal and no emigration from there through Vigo.

While all persons from Portugal are supposed to pass through Tuy when crossing the frontier, still the frontier could be crossed at other points and the persons then enter Vigo.

I do not think at present there is any danger to the West Indies from Vigo, but it should be most carefully looked after, as I believe on account of its proximity to Oporto it would be one of the first places in Spain for the plague to be introduced from Oporto. I believe the officer at Corunna could easily manage the work at both places. The large emigration from Santander, Corunna, and Vigo is due in part to the fact that Galicia, from which province most of the emigrants come, is the most densely populated province in Spain.

I left Vigo on the 25th and after a most disagreeable journey arrived here on the 27th; have inspected 2 ships since my arrival, another to inspect to-morrow, several next week.

I respectfully submit the following recommendations:

1. That an acting assistant surgeon be appointed for duty at Santander; another for duty at Corunna and Vigo. I think it best that a man be sent over from the States for this work, best for both places, though if impracticable to send both from the States the English doctor mentioned in my letter of the 17th might be appointed for Santander. While the emigration from now until September will probably be small, still, in my opinion, these places should be filled so that the men could get things systematized before the heavy season begins. I consider it absolutely essential that these men should have a knowledge of Spanish.

2. That the State Department reestablish the consular agencies at Santander and Vigo.

3. That the quarantine and emigration officials in Cuba and Puerto Rico be instructed to pay especial attention to bills of health, passenger manifests, inspection cards, and baggage labels of emigrants from Spain, and if lacking in any particular rigorously enforce the fines and penalties, also.

4. That all third-class passengers from Spain be required to be vaccinated before embarkation. On account of the prevalence of smallpox in Spain I regard this as very necessary. I do this in Barcelona.

5. That I be given authority to visit the northern and western coasts of Spain at irregular times and observe the methods above noted when under operation.

I have endeavored to make this report as plain as possible and to cover all necessary points.

Respectfully,

JOHN F. ANDERSON,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

Report from Cadiz.

CADIZ, SPAIN, *December 26, 1899.*

SIR: I have the honor to transmit herewith the weekly abstract of the bills of health for the week ended December 23; also to submit the following report relative to Cadiz and vicinity, prepared in compliance with Bureau order of November 6, 1899:

I took charge of the work pertaining to the Service here on the 21st instant, the day following my arrival. During the remainder of the week there were no vessels sailing coming within my jurisdiction.

The steamship *Cataluna*, of the Spanish trans-Atlantic Line, is advertised to sail for Puerto Rico and Cuba on the 30th instant, and it is presumed it will carry out a considerable number of cabin and steerage passengers, although the statistics of the consul's office show a decided falling off in the travel from this port in that direction in the past six weeks.

The Spanish trans-Atlantic Line is the chief carrier of emigrants going from Cadiz, and probably also for the other parts of Spain as well. The other regular lines, Pinillas, Jover, and Pratt & Co., carry but a limited number from here.

As Barcelona is the original port of departure, the steamers of the lines call at Majorca, Valencia, Terra Vigo, and Malaga, en route, and take on emigrants at each of these places if there be any, before reaching Cadiz, which is the last port touched at, except the Canaries, before arriving at Puerto Rico.

As yet I have been unable to obtain any accurate information with